

Tool Time on the Trail PAGE 2 | To the Elk and Back PAGE 12

ON THE TRAIL MASS WITH

SNOWMOBILE ASSOCIATION OF MASSACHUSETTS



American Ingenuity:

Built By Gearheads

JANUARY/FEBRUARY 2014 | \$3.99

SLEDMASS.COM

PRSR STD
US POSTAGE
PAID
LANSING, MI
PERMIT NO. 75

Over 90

used sleds

in stock



Klim



The latest
in **gear**



Top-notch

service



19 Massachusetts Avenue
Lunenburg MA 01462
978-429-3000
www.centralmasspowersports.com

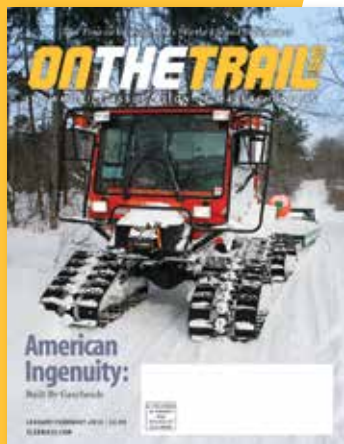
Contents

VOLUME 29, ISSUE 4

DEPARTMENTS

President's Message	2
Club News	7
To the Elk and Back	12
SAM I Am	16
Facts vs. Fiction	17

The Snowmobile Association of Massachusetts is committed to enhancing safe snowmobiling in Massachusetts.



ON THE COVER

Bill Sweet in the Berkshire Snow Seekers' Tucker 1000 on Whitney Place Road in October Mountain State Forest.

PHOTO BY RANDY TOTH

FEATURES

04 Vintage Racer

Old photos bring back memories and a new quest.
By Jeff Miller



10 SAM

Created by snowmobilers for snowmobilers, Part II.
By Brad Stafford



14 Tech Corner

Jim Tucker reviews Klim's TekVest

MANAGING EDITOR

Dan Gould
(508) 867-6430
info@sledmass.com

STAFF WRITERS

Robert Dodge, robert.dodge@sledmass.com
Andy Holland, vintagesleds@sledmass.com
Terry Holland, terry.holland@sledmass.com
Brad Stafford, brad.stafford@sledmass.com
Rena Sumner, rena.sumner@sledmass.com
Randy Toth, randy.toth@sledmass.com
Jim Tucker, jim.tucker@sledmass.com
Larry Tucker, larry.tucker@sledmass.com

COPY EDITORS

Patty Gould, Paul Trova, Rena Sumner

GRAPHIC DESIGN

Stewart Moon

ADVERTISING SALES

Carl Mischka
(888) 666-1491
carl@mischka.us

Printing services provided
by Walsworth Print Group

CONTRIBUTORS: We welcome unsolicited materials and letters for possible publication. Stories, manuscripts, photos, artwork and other contributions must be accompanied by a stamped, self-addressed envelope if you wish it returned. ON THE TRAIL WITH SAM accepts no responsibility for returns, losses or damage of unsolicited materials. Letters to the Editor must be signed with address and telephone number of the sender. We reserve the right to edit the material to suit the presentation and available space.

SUBMISSIONS: P.O. Box 526
Brookfield, MA 01506-0526
info@sledmass.com.

COPYRIGHT: All rights reserved. Reproduction in whole or part is prohibited without the written permission of the publisher.

PUBLISHED BY: On the Trail With SAM is published five times a year, October, November, December, January-February and March by the Snowmobile Association of Massachusetts (SAM), C/O Rena Sumner, P.O. Box 386, Conway, MA 01341. Phone: (413) 369-8092. Fax: (413) 369-0203. E-mail: rena.sumner@sledmass.com.

President's Message

BY DAN GOULD

Tooling Around

The stock tool kit hidden away in the average snowmobile is little more than an empty promise. "I'm here for you, but when you need to tighten that loose suspension bolt I'm going to make your knuckles bleed."

Actually, the cute little tool set may have a calming effect. Though screaming in agony, you'll feel 100% better after throwing them into the woods once you realize how useless they are. Guaranteed.

I've been carrying real tools since day one. That could have something to do with my first snowmobile, a cheap junker, which blew the engine twice during its first trip under my fanny. The liquified piston was replaced with a fresh Wiseco in our hotel room that night and promptly melted again the following day at lunchtime.

I bought a brand new sled as soon as I got home, which promptly exploded the first trip out. That's a story for another day but at least it was under warranty.

You see, I have scars, and for some odd reason I get a lot of ribbing about the rollaway toolbox stashed in the trunk of my sled. Reality is, I've since bailed more friends out of trouble with the tools than myself. Yes, I know, I'm now officially jinxed.

Now, don't confuse tweaking with repairs, as so many of my riding buddies do. I enjoy adjusting the suspension settings to match

conditions. I even play with the carbs at times. There's no better time to check the track tension or a chain case than after a good rip.

Not long ago a friend had a rather odd electrical problem on a fairly new sled. Nothing major, it kept shutting off for no reason. Those in the group were mechanically savvy and we quickly diagnosed a defective connector in the main wire loom. Not something you would expect in a new sled but poop happens.

The chief mechanic of the day kept asking if I had this tool or that tool, he was clearly trying to stump me. I responded each time by handing the appropriate Craftsman over like a surgical assistant. He tried not to look surprised. The repair required among other things, a tiny Phillips screwdriver, a socket set, small open-end wrenches, a pair of wire cutters, needle nose pliers and a piece of wire, all of which I just happened to have.

This was definitely an instance that would have been difficult, if not impossible, with the stock Playskool tools that came with the sled. It also made the difference between a tow home and another 50 miles of fun on the odometer.

As the trailside garage was just about ready to close for the day, someone shouted "Do you have any tie-wraps to hold the wires in place?" They were clearly testing me. I went back to my trunk and responded, "Sure, what color would you like... blue?" 🐾

Online at sledmass.com

- Poll: If your sled broke could you fix it?
- Join a Club: Interactive trail pass locator map
- Annual Awards: Deadline, March 1
- Snowmobile trails damaged by illegal use
- Something to do: Check sledmass events
- Forums: Trail conditions, riding info, tech
- College Scholarships: Deadline, March 1
- Free Classifieds: Sleds, trailers, & more



Order Genuine Parts Online



YAMAHA POLARIS *The Way Out.* **ski-doo**
 KTM HONDA **SEA-DOO**
 CAN-AM SUZUKI Kawasaki
Let the good times roll.

Easy to use, shipped to your door

And Order From These Catalogs Too...



POLARIS
The Way Out.



ski-doo



YAMAHA

SAVE
up to
15%*
ON ALL
OEM
PARTS

*Prices already reduced.

www.RonniesMailOrder.com
800-253-7667

RONNIE'S
MAIL ORDER WAREHOUSE



Open Mon-Thurs 9-8 • Fri 9-6 • Sat 9-4 • Sun (Phone Only) 10-4 EST

Flamingo MOTORSPORTS

- **ski-doo** sales and service
- Clothing and accessories
- Factory trained technicians
- Karavan trailers
- VAST registrations
- SAM passes



(413) 284-1673

2 Wilbraham St. • Palmer, MA 01069

www.flamingomotorsports.com

Hours of Operation:
M-F: 9-6; Sat: 9-3

ski-doo
THERE'S NOTHING LIKE IT.



POLARIS®
SNOWMOBILE
SUPER SALE

Factory authorized clearance specialists
2013 and prior models. All sleds must go!!

» **Tax-Free Options Available for**
residents of MA, NH, VT,
ME, RI, NJ & NY.«

- » New Factory Demos
- » Low Mileage Pre-Owned
- » 200+ Snowmobiles in Stock
- » Clothing and Accessories
- » Call Us for Best Prices at 860-684-7763

Buy Two Non-Current Sleds At MSRP and Get One Free



SHARK
cycle

POLARIS AUTHORIZED DEALER

CHECK IT OUT NOW—SELECTION WON'T LAST! WWW.SHARKCYCLE.COM



Our 1973 Arctic Cat Formula II ready for the 1972-73 season. Only 50 of these special sleds were built. PHOTO BY DIANE MILLER

American Ingenuity



My brother Bob rebuilds a carburetor on our parent's dinner table during the 1970-71 season.

PHOTO BY DIANE MILLER

By Jeff Miller

American ingenuity, two words that have lost some meaning in the last decade or so. For years Americans came up with ideas for things, you could sit back and marvel at what they thought up in their heads. But with the computer age, that is all but a lost art. Everywhere you go, people are on their computers doing work. It is no different in the mechanical world. Car manufacturers and such can do a complete redesign of a model so quick now with computers. But do you notice in today's computer world, those designs don't have the elegant flow-

ing lines of a hand-drawn design of years past? Racing follows the same path. Walk through the pits of a big race and you see laptops everywhere and pit crewmembers tapping away on keyboards. In the pits you can hear heated discussions between engineers and drivers, "according to all our data the car should fly," and the driver snaps back "I don't care what your data says, it is a pig on the track." The days of a stopwatch and seat of the pants feel are gone. All the same rules apply for the snowmobile world. This is a story of racing in a different era. An era in which it was fun to race, everyone could do it, and with a little American ingenuity, could be very successful.

My family has always been what you would call a bunch of gearheads. If it had a motor, we had it and usually raced it. In the late 50's, early 60's, my father drag-raced all over the country. In the 80's and 90's, I raced nitro cars all over the U.S., but in between those two periods were some of the fondest memories one could ever have.

My family has always been what you would call a bunch of gearheads. If it had a motor, we had it and usually raced it.



My brother, Bob, was the ultimate gearhead. If it had a motor, it was torn apart and modified in all kinds of ways. In 1969 we got our first snowmobiles, an Arctic Cat Panther and a Ski-Doo Olym-pique. Bob said, "If I put a megaphone exhaust on that 10-horse Hirth motor, it will really scream." That was the beginning of our snowmobile experience. The next two years our family raced Ski-Doo's for Bob Lively, our local dealer in Colrain. Racing was big back then, especially oval racing. Local organizations had racing every winter. It was not uncommon to have 8 or 10 oval races within 20 miles of our house. Towns like Greenfield, Bernardston, Northampton, Buckland and Worthington all had winter racing. It was the best time for gearheads like us. 1972 we switched to Arctic Cat and raced for Francis Stetson and the Stetson Cat House out of Charlemont. After much success with a 290cc EXT, the wheels started turning in my brother's head.

In the fall of the '73 season we took possession of Arctic Cat's latest project, a 1973 290cc Formula II. Little did we know at the time that we were picked to have one of only 50 Formula II's that were built. It was unlike any other sled, and that is what really made Bob think about things. For the next several years we raced ovals and even this new fangled thing called grass dragging. How awesome was this, we could play with snowmobiles year round! By mid to late 70's racing was changing. Liquid cooling and independent suspension were introduced. Sleds were getting very fast and many places could no longer hold oval races. But also at this time grass dragging was at an all time high. Organizations could hold a race in nice weather and use a very small amount of land. In 1979 we were just



Bob Miller, left, and Jeff Miller, right, help their father, George, load the Formula II for another weekend of racing during the 1972-73 season. PHOTO BY DIANE MILLER



Bob's hand-built racing sled at Terryville, CT. during the 1981-82 grass drag season. PHOTO BY GARY TOTMAN

grass dragging; winter racing was just too expensive and you had to travel a long way to get to the tracks. That fall we started racing for Dave Wickles Trucking in Hatfield. Dave wanted to be the team to beat. He drove out to Wisconsin to Decker Racing and bought the fastest 1978 Ski-Doo Blizzard they would sell him. That year they won everything in sight, including the New York State Championship and runner-up in the Pennsylvania State Championship. After racing it for a couple years Bob knew that this sled was made for ice racing, not grass dragging. So he began the ultimate gearhead project, building his own sled and motor!

So the design began, not with computers, but with a pencil and paper and all

the knowledge he had gained throughout the years. First off the sled had to be light. Grass dragging does not require all that suspension and creature comforts. It had to be lean and mean. We went to the local metal dealer and got a 4 x 8 sheet of 1/4" aluminum and commenced to burn up my father's Skilsaw. That tool was never the same after we were through. Cut after cut he made, measuring everything twice and marking where it would go. Everything was handmade. The handlebars, skis, he even made his own aluminum brake caliper. He designed innovations that would not be seen on sleds for another 20 years.

Chassis flex was a concern and keeping the clutches aligned was very important. So he designed a support to tie the engine and drive clutch together so they would stay perfectly aligned. Today you see them on all performance sleds. It was a thing of beauty, like no other sled ever built. But for all good race sleds, you need a good motor. Once again thinking ahead of his time, Bob realized that all large engines at the time were 3-cylinders and very heavy. They were fast, but in drag racing high horsepower and a light chassis is the way to go. The biggest 2-cylinder engines at the time were 440's. So back to the drawing board he went

again to build a 650cc twin. Big bore twins were not heard of yet, but today they are commonplace. There were no cylinders available at the time that would accept a large piston and sleeve. So Bob ordered a piece of molding plastic and made his own one-piece jug and cylinder head, then went off to the local foundry that poured the new jug and head. After hundreds of man-hours, sleeves were fitted to the jug, then the 440 Rotax-based engine was modified to accept the new assembly. When the entire machine was assembled including the engine it weighed in at less than 250 pounds! Several weekends of testing went on to iron out the new design and tune the motor. Things went well and the sled was raced several times with mixed results. Time and technology were not quite there, which made it difficult to extract the full potential from the complete unit.

A year later the sled was sold to another racer and Bob moved to Florida to work for NASA. The sad truth of all this is, with all of the testing and racing we did, we never took any photos of the



That's Bob on the right, in the red helmet, racing his custom-built sled in Terryville CT. during the 1981-82 season. PHOTO BY GARY TOTMAN

sled. It was a part of our history that we never recorded. In September, I was over at Gary Totman's in Conway talking about old racing days and that little sled, when he said, "Hey! I've got some pictures of that sled." He ran up into the house and came down with a scrapbook of racing photos. Lo and behold he pulled out three pictures of the sled. Over 30 years since

the sled was built we finally had pictures. I went home like a kid in a candy store to show off pictures of our rare sled. Those pictures will always bring back memories of when people built things with their minds and not computers, a time when American ingenuity was at its best. Now for a new quest. Is the sled still around and can it be found? 🐾

PRESENTED BY



GRAND PRIX SKIDOO DE VALCOURT

OVAL

SNOCROSS

MOTOS ON ICE

DRAG

FREESTYLE

ATV ON ICE

GRANDPRIXVALCOURT.COM



FEBRUARY 14,15,16, 2014

RESERVATIONS: 1-866-532-7543



ADAMS SNO DRIFTERS

by Joe Rogge

Usually we use this month's message to talk about trail trims, various landowner issues, special projects, and our annual Christmas party. However, this time we are going to focus on two topics: the first topic does involve our Christmas party but with a different slant. Usually we include "donate a toy for a needy child" as the charity part of our event. This year we asked for donations to help with two different needs. One was for an individual who is battling leukemia. The second was "Eva and Emma's Lemonade Stand." Eva and Emma are 4-year-old twins from Cheshire who have been raising money to donate to those in the community battling cancer, iberkshires.com/story/44686/Cheshire-Twins-Lemonade-Stand-Inspires-Cancer-Charity.html. Somehow donating a toy does not seem as important. (Hint: clubs are asked to submit charity reports-what will your report show?)

The second topic involves the 2014 Thunderbolt Ski Race. Our club supports this event and invites readers of this article to check out the event at thunderboltskirunners.org/2014_race. Finally, we hope all of our fellow riders are having a good season and a Happy New Year. Check conditions at: adamssnodrifters.webstarts.com



BERKSHIRE SNOW SEEKERS

by Randy Toth

Join with us and experience the excitement of snowmobiling in the Berkshires. Our first class groomer fleet consists of 3 Tucker Sno-Cats, a Thiokol and 2 snowmobile-based groomers. Dues are only \$60 for each snowmobile and they include a club membership, a SAM membership and a trail permit. Join via snail-mail (PO Box 1102, Pittsfield, MA 01202), via our website (berkshiresnowseekers.com), via a club meeting (7pm on the 1st & 3rd Tuesday of the month from

September thru mid-April at the Skyline Country Club on Route 7 in Lanesboro) or via one of our conveniently located trail permit outlets at a participating local business: Pittsfield Lawn & Tractor (Pittsfield), Ronnie's (Pittsfield), Friendly Fred's (Windsor), Sangar's General Store (Windsor), Hinsdale Trading Company (Hinsdale) and Lanesboro BP Gas Station (Lanesboro).

Please visit the SAM website to see our club's scheduled events and our grooming reports covering the October Mountain State Forest area, the Pittsfield State Forest area and the Windsor area. Grooming reports are promptly posted in the SAM forums by our trail coordinators within hours of grooming. We hope to see you out on the trails.



BERNARDSTON-GILL-LEYDEN

by Brad Stafford, president

Hello fellow snow lovers, here we are mid-season already. Are your sleds running and your favorite trails open and groomed? Our club was blind-sided early by Mother Nature with an early season storm that got us behind on our trail maintenance. But, if you were fortunate enough to answer YES to the above questions, don't forget who you need to THANK!: your local clubs and their volunteers. Each year clubs face the challenge of keeping trails open. Every year there are those that go out during minimal snow conditions, ignoring club signs and postings. All those signs and postings are there for a reason. Most of them are made as commitments to landowners to ensure the trails on their property can stay open. Remember, we all want to be out riding as soon and as long as possible, so respect local clubs rules and our landowners' requests.

Our club has been busy with a Vintage Ride on January 26th and hopefully a club ride will be scheduled in February. Stay tuned to our Facebook page and website bglsnow.com. Until then, "Keep the Rubber Side Down."



CHESTERFIELD FOUR SEASONS

by Bill Golaski, president

Hello all. As I write this in mid-December we have just had our first major snowfall and more is predicted in a day or two. Looks like we could get off to a good start with the sledding season. Club members have been working hard to keep things in good shape on the trails and at the clubhouse.

Our next event will be our Groomer Benefit Dinner on February 1st starting at 6pm, \$20 per ticket. This will be a prime rib dinner with a live band. On this night we will also do the drawing for our snowmobile trailer raffle, \$20 per ticket, maximum of 400 tickets sold. This is our major club fundraiser, so please help us and buy a chance. Then the club will be having our Annual Game Supper on February 22, \$20 per ticket, both game and non-game items will be served. No one has ever walked away hungry from this event. For more info or to help out at the club, come to a meeting on the 2nd and last Tuesday of the month at 7pm, call the clubhouse at 413-296-4048, or Bill Golaski 413-585-9403. Hope to see you all ride through our area soon. Stop at the clubhouse and check us out. Check out our events on the SAM website, too. Let It Snow!



COLDBROOK

by Michael J. Roy, secretary

As you are reading this article, the Coldbrook Snowmobile Club hopes that you had a very enjoyable riding season thus far with many more miles to go this season. Hopefully there have been many hours logged in our groomers making our trail system smoother for us riders. The club has planned a ride and dinner to the King Phillip Restaurant in Phillipston starting at two locations: one for those who want a longer ride to dinner and then home, and the other for those of us who prefer a shorter ride to dinner and back home. This event is scheduled for Saturday, January 18, with weather and trail condi-

tions being the key factors. Please check out our website at coldbrooksnowmobilers.com for updated details on this and any other club-sponsored events. Please always remember that it is our members that make us successful and able to ride our trails safely and enjoyably. Please volunteer whenever possible.



CONWAY

by Ed Skorupski

As I write this there is a good healthy covering of snow on the ground (8-12 inches depending on location) and it feels like winter. Although there was a warm spell for a day or two in the 7-day forecast, I feel optimistic that this is going to be a great season of riding.

Our trail crews have done an outstanding job preparing the trails for the season with many hours of hard work by a dedicated few. We are always looking for volunteers and new members, so feel free to attend a club meeting (First Monday of the month at 7pm at the Conway Fire Station). We are especially looking for groomer operator trainees to help keep the trails in shape. It doesn't matter how many hours you can volunteer, the key is to increase the pool of available talent in order to keep the machines out on the trail.

Our next scheduled event will be the Annual Pancake Breakfast on February 23. We always have a good time with this event and there is plenty of seating. We look forward to serving you breakfast.

Please visit us at sledconway.com and don't forget to Like our Facebook page to stay up-to-date on club events.



EASY RIDERS

by Steven Conti,
board member

With the season well under way, it looks like Mother Nature is well on our side, and the snow gods have answered our prayers. Enjoy it while it lasts. Be safe, sit back, and enjoy the scenery. We would like to extend a thank you to Dan Gould for attending our club meeting earlier in the year and for updating us on snowmobile-related info. Well, short and sweet this month; got some riding to "do." Always thinking snow.



GOSHEN HIGHLANDERS

by David Bean,
SAM delegate

Winter is here again and at this time there is two inches of snow already in the forest. The annual campout work weekend was a great success. Thanks to many newly interested volunteers as regular members. We managed to build a 25 x 8 wide bridge capable of accommodating our state groomer. In addition, we opened half-mile of an old logging road that goes from Tilton ball fields to the Oak Hill Road trail. Look for new signs. Currently we are building another bridge behind the Spruce Corner Restaurant that will hold our bigger groomer. The old bridge was unsafe. The new bridge will be located downstream. Look for signs.

We continue to work with landowners and farmers to keep the corridor trail open between Rt. 112, DAR State Forest and Ashfield. This a yearly challenge. Work continues on the grooming equipment at Turners on Tuesday night. Help is always needed. We are putting a cab on the John Deere tractor - tracked machine, and also new hydraulics. Two new 6-foot drags are being built also.

Our annual memorial ride will be held February 2 from Spruce Corner Restaurant, weather permitting. No snow-no go. Sign up from 9-11am, ride leaves at 11. Check us on Facebook and Ride Safe!



GREATER WHATELY

by Robert Sabola

Welcome to the Greater Whately Snowmobile Club.

GWSC has scheduled four club rides, weather permitting. Dates are as follows: February 1, 8, 15, and 21. For those who want to join us, parking is available at the Whately Town Garage on Christian Lane in Whately. Please do not block the main the doors at the town garage, the transfer station drop off area or the driveway leading to the police station. Departure is 10:30am.

As I write this article I often wonder how many people actually take the time to read the articles/club news that is posted in the SAM magazine. Honestly, I had not been very faithful but this year I have made it my business to do so. It's a commitment I have made to learn more

about each of the clubs and how they deal with snowmobiling. A lot of good occurs in the clubs that support the sport we all love. Reading the articles/club news made me realize how important it is for me to be involved with my club. Hopefully, after reading the different articles you will see how important it is to be active in your club. Stay Safe!



HARVARD

by Joe Gibbons

Our club Christmas Party on December 9 was awesome.

The new venue was the old General Store in the center of town. It was a welcome change! Great food, turkey dinner with all the fixings and a cake to celebrate our 44th year of great snowmobiling here in Harvard. Our groomer was on display, complete with an illuminated Christmas tree.

The snow has fallen early and we all got to ride on 9 inches of fresh snow in December. Superb riding! The swamp trail is open and it's awesome! The bridges are holding up great. Check out our new trail from Mill Road to Lancaster County Road. This trail will get you to Pizza Bella and over to the trail that gets you to Dunkin Donuts.

Great to see some new members! You are welcome here in Harvard. Please get your SAM pass at Toreku Tractor at the Ayer Rotary. If you're not familiar with our trails we are eager to help, call Joe Gibbons 617-460-1239. Please respect our landowners and stay on the trails. Parking is at the Depot Road ballfield next to the DPW garage.

Cookouts, night rides, NY trip to Tug Hill are in planning. We got to meet our local dog mushing team during our January meeting. Next meeting 2/11, 7:30pm at the Harvard Fire Station.



KNOX TRAIL SNO-RIDERS

by James Richard,
media director

This report was difficult to write. Up until December 17, snow conditions were approaching perfection. Cold temps and a couple of dustings made a perfect "primer" before two storms dumped over a foot. The lake ice was nearly ready. A ride-able White Christmas was in view! Then

Nature cranked the thermostat to nearly 60 and yanked off the knob. By Christmas Eve, everything was gone. So it goes.

And now the good news! The sled drawing is days away and the groomers, trails, pass vendors, and volunteers are ready. The power is back on at the groomer garage thanks to an upgrade by club members from Logsdon Electric. The Youth Ride is Sunday, February 2. Riders will sign in at L&M Gulf at 9am. The course takes riders to lunch at the clubhouse. Also planned are the poker run for January 19 and the annual picnic on February 16. Go to knoxtrail.com for more event and club information! Now Nature, put the knob back on and turn it down!



SAVOY KANARY KATS

by Doug Decoigne

Greetings! The December issue of "On the Trails with SAM" had two articles that I want to mention. First, the newest "buzz phrase" in the snowmobiling world: conservation restriction. Attaining permanent easements on key

trail corridors is of utmost importance to all sledders. SAM is showing real leadership on this issue. If you haven't read the article, please do.

Second is the article on the beginnings of SAM, what vision that group showed back in 1969 about the issues that would face snowmobilers in the future! Amazing!

February is going to be a busy month for sledders. Events here in the northwest part of the state include: 2/2 - Florida Mountaineers Jill Keating Memorial Ride, 2/7 - regular SKK meeting at the Hilltop 7pm, 2/8 - SKK Triple D World Tour Ride, 2/15 - SKK's Annual Winter Carnival and Ride hosted by the Wandrei's, 1254 Main Rd, Savoy, 2/22 - Florida Mountaineers "Fat Bastard" Ride, 2/22 & 23 - Snowcross race in North Adams, and 3/1 - Long time SKK member Jack Cisler Memorial Ride. ENJOY!

We would like to thank all SAM member clubs for their tireless efforts as well as our own volunteers.



WORTHINGTON by Jeff Smith

On December 19 at 3pm at Stanly Park

in Westfield, I had the honor of meeting Secretary Richard Sullivan of the Executive Office of Energy and Environmental Affairs and Commissioner Jack Murray of the Department of Conservation and Recreation at which time the club was presented with a grant in the amount of \$49,000 to acquire a new Kubota Tractor equipped with Soucy all-terrain tracks. This grant will allow the club to have a versatile piece of equipment for year round maintenance of our trail system. During the winter months it will provide us with the power unit necessary to pull our six-foot MTN drag. There is lots of work that needs to be done so that we can maximize the use of this machine, but with any luck you may see it on the trails this season.

Without this type of grant, acquiring machinery like this would simply be out of our small club's reach. A special thank you to Amanda Lewis at DCR who has been so helpful with questions and guidance. Keep updated with our posts on Facebook and please feel free to send me comments on trail conditions. 🐾



Factory authorized clearance specialists
2013 and prior models. All sleds must go!!

» Tax-Free Options Available for
residents of MA, NH, VT,
ME, RI, NJ & NY.«

» New Factory Demos

» Low Mileage Pre-Owned

» 200+ Snowmobiles in Stock

» Clothing and Accessories

» Call Us for Best Prices at 860-684-7763



ARCTIC CAT AUTHORIZED DEALER

Buy Two Non-Current Sleds At MSRP and Get One Free

CHECK IT OUT NOW—SELECTION WON'T LAST! WWW.SHARKCYCLE.COM

SAM: Created by snowmobilers in the past, for the snowmobilers of the future. PART II

By Brad Stafford

In part one, I wrote how back in the late 1960's a group of snowmobilers had the foresight to see that with the growth of our sport there was going to be concerns from landowners, state agencies and a host of other issues. They needed to have a well-represented and organized voice, and a way to work through any issues. They banded together and created the Snowmobile Association of Massachusetts, which we call SAM. I'm pretty sure they had no idea that over the next 40-plus years SAM, and the sport of snowmobiling in Massachusetts, would grow as it has.

There are around 16,500 registered snowmobiles in Massachusetts, and about 8,000 SAM members. With over 2,100 miles of trails, the demographics show that snowmobilers ride an average of 1,100 miles a year. We like to ride to destinations, to get together with friends for meals and club events, and to visit scenic, natural attractions, like the peak of Mt. Greylock or the Beehive in Hawley, to name a few.

All together snowmobiling in Massachusetts contributes over \$65 million dollars to the state's economy every year. That is positive economic impact! According to statistics, the average snowmobiler is 43-years old, and is married with children. Despite the occasional cheap shot in the press, this proves that snowmobiling is a mature family recreation.

As snowmobilers, we get to enjoy our sport in Massachusetts for one reason: SAM. All the years of hard work by the clubs and the dedication of countless members made this happen. It didn't happen by accident.

Today, SAM has 30 individual clubs that own and operate over 100 groomers across the state. The volunteers maintain our ITS (Interconnected Trail System) so



PHOTO BY CRAIG WARNER

The most amazing fact is that all the work done to keep SAM operating smoothly (and our trails smooth, too) is by volunteers!



we can ride from town-to-town and access restaurants, stores, gas stations, hotels, club houses, and if needed, repair shops.

These trails stretch from Worcester County to the NY border and allow direct access to the Vermont and New Hampshire trail systems, with connections north to Maine, Canada and beyond. Around 65% of these trails are on private land. The rest are on state-owned or managed properties.

SAM is self-funded, the primary revenues being generated by membership sales (the trail pass) and events, like the Snow Expo at the Big E. Keep in mind that SAM does not receive funding from the state. SAM is a non-profit organization, and one way or another, all the funds raised by SAM support the trail system.

The most amazing fact is that all the work done to keep SAM operating smoothly (and our trails smooth, too) is by volunteers! From the SAM Delegates and club officers, right down to the club's "Weekend Warriors." We are Volunteers! SAM and its volunteers make up the largest trail organization in the state. From keeping track of legislation in Boston to putting up a trail sign, and all the pieces of the puzzle in between, it's done by people that still have the same goals as that group



back in the 60's. We love to snowmobile and work hard to protect the privilege to ride.

So, the next time you hear someone talk about not getting a trail pass because the state will waste the money, let them know it's not true and how important it is to support SAM and the local clubs any way you can. Whether you volunteer time, make a donation to your club, or just buy a SAM trail pass, do it regardless if we have snow or not. Do it out of respect to those that have done so much over the years to get us to where we are and as an investment in the future of our sport. Ride safe and Keep the Rubber Side Down 🐾

MID-WINTER SALE

ALL SLEDS ON SALE NOW

ALL IN-STOCK CLOTHING 25%-75% OFF

Higgins Powersports
ski-doo POLARIS

140 Worcester Rd. (Rt. 122) in Barre, MA
978-355-6343
Mon-Fri 9-6, Thurs until 7:30, Sat 9-4, Sun 11-3
www.HigginsPowersports.com

Blizzard
Blizzard Manufacturing Inc.

We offer the Highest Quality Trailers... at the Lowest Prices!

Full line of V-Nose Box, Crossover, Enclosures and Flatbeds

Visit Our Showrooms

<p>Boonville NY 13080 State Route 12 Boonville, NY 13309 315-942-2399 Monday - Friday 7:00am to 5:00pm Saturday 8:00am to 1:00pm</p>	<p>Old Forge NY 2895 Route 28 Old Forge, NY 13420 315-369-6334 Monday - Saturday 8:00am to 5:00pm Sunday 8:00am to Noon</p>
---	--

All Types of Trailers to Transport All Your Toys! www.blizzardmfg.com



To the Elk and Back

By Gerry Balchuinas
Photos by Dan Gould



It was a great day for a ride. My best friend Harry called and wanted my wife and I to go for a ride out of Florida. We met Harry and his wife Jean in Orange and headed for the elk on the hill. We made a quick stop to meet up with another couple and then started the climb. Going up out of Greenfield we could see the destruction that the hurricane had caused. I had heard about it but to see first hand was quite a sight. There were spots of road just totally gone. We arrived in Florida at about 10am, the weather was perfect, about 25 degrees and with little wind. After suiting up we headed out.

We crossed the road and hit the trails, which also were perfect. I knew it would be a good day. We got to the first junction and headed towards Rowe. The trail down over the hill wasn't in that good of shape, actually. We got to the bottom of the mountain and decided to turn around and head the other direction. I had ridden to Savoy a few times and it was always good; the "K-Cat's" do a great job.

We rode back up the mountain and passed the intersection we had already come from. The trails from this point were in top-notch condition. We followed corridor 2 all the way to corridor 8. The trail was absolutely superb; it was groomed real well and marked great. We had a group of mixed-ability riders and all had fun along this section. When we got down into "Savoy Country" the riding was simply amazing. We stayed on 8 all the way down to 90 and headed towards the Hilltop for lunch. There were quite a few trail junctions along the way. Most of these were marked above and beyond what they needed to be. Only one sign that we came to could have been a little closer to the intersection was SV08.



We rolled into the Hilltop Restaurant to find the place mobbed with riders. Every sled make and model imaginable was represented. There were even a few vintage machines. I was pleasantly surprised to see that the inside was large and accommodating for all of us. There was even a spot for

our gear. It took some time to get served but they were packed. The food was great and we all enjoyed our meals.

On the return trip we took a few different trails, and again, all were in good shape for the amount of sleds out riding. I was impressed with the manners shown by

most of the riders we passed. Hand signals, head nods and waving were the rule for the day. We only ran into one "hot dog" out there, and if that's it for a day's ride, then that's a good day.

All in all we had a great time and will return next season. It was nice to go out and do 100 miles and then sleep in your own bed at night. There was good food on the ride and great scenes to be had. If you like hills and forests you will not be disappointed with a ride in this part of Massachusetts.

My wife and I had a great time and would like to thank all of the clubs along that area for a great ride. Dedication to the sport is still out there, and it shows. Even if the amount of volunteers has declined, you would not have noticed it when riding out here. This year I'm planning on hitting every trail on the map in this area. My wife is already looking forward to more onion rings at the Hilltop and a bacon cheeseburger is calling her best friend Jean's name. On that note I think my Hot Pocket just dinged in the microwave. Sure do wish I were at the Hilltop. 🐾

HUNTER'S POOL
Hunter's
RECREATIONAL PRODUCTS

Ski-Doo
Winter Celebration

Choose from Rebates, Extended Warranty and Financing Offers!
Restrictions Apply. See Store for Details.

Largest Selection of Klim Gear in the Northeast!

For the best in durable fabrics, extreme weather blocking material technology, high mobility patterns and true breathability...
Trust Klim!

Check out the new 2014 Klim Gear Designs and Colors!

Klim
TECHNICAL RIDING GEAR

WALLINGFORD, CT • 203-269-2183
WWW.HUNTERSSKIDOO.COM

• TM and the BRP logo are trademarks of Bombardier Recreational Products Inc. or its affiliates.

Come see us at
SNOWCROSS
in North Adams
Feb. 22-23

IF IT HUGGED THE TRAIL ANY TIGHTER YOU'D BE SUED FOR HARASSMENT.

Passionates about pushing the limits? They chose the Apex SE. The world's first electric power assist, 1000cc 1200cc 1500cc 1800cc 2000cc 2200cc 2400cc 2600cc 2800cc 3000cc 3200cc 3400cc 3600cc 3800cc 4000cc 4200cc 4400cc 4600cc 4800cc 5000cc 5200cc 5400cc 5600cc 5800cc 6000cc 6200cc 6400cc 6600cc 6800cc 7000cc 7200cc 7400cc 7600cc 7800cc 8000cc 8200cc 8400cc 8600cc 8800cc 9000cc 9200cc 9400cc 9600cc 9800cc 10000cc 10200cc 10400cc 10600cc 10800cc 11000cc 11200cc 11400cc 11600cc 11800cc 12000cc 12200cc 12400cc 12600cc 12800cc 13000cc 13200cc 13400cc 13600cc 13800cc 14000cc 14200cc 14400cc 14600cc 14800cc 15000cc 15200cc 15400cc 15600cc 15800cc 16000cc 16200cc 16400cc 16600cc 16800cc 17000cc 17200cc 17400cc 17600cc 17800cc 18000cc 18200cc 18400cc 18600cc 18800cc 19000cc 19200cc 19400cc 19600cc 19800cc 20000cc 20200cc 20400cc 20600cc 20800cc 21000cc 21200cc 21400cc 21600cc 21800cc 22000cc 22200cc 22400cc 22600cc 22800cc 23000cc 23200cc 23400cc 23600cc 23800cc 24000cc 24200cc 24400cc 24600cc 24800cc 25000cc 25200cc 25400cc 25600cc 25800cc 26000cc 26200cc 26400cc 26600cc 26800cc 27000cc 27200cc 27400cc 27600cc 27800cc 28000cc 28200cc 28400cc 28600cc 28800cc 29000cc 29200cc 29400cc 29600cc 29800cc 30000cc 30200cc 30400cc 30600cc 30800cc 31000cc 31200cc 31400cc 31600cc 31800cc 32000cc 32200cc 32400cc 32600cc 32800cc 33000cc 33200cc 33400cc 33600cc 33800cc 34000cc 34200cc 34400cc 34600cc 34800cc 35000cc 35200cc 35400cc 35600cc 35800cc 36000cc 36200cc 36400cc 36600cc 36800cc 37000cc 37200cc 37400cc 37600cc 37800cc 38000cc 38200cc 38400cc 38600cc 38800cc 39000cc 39200cc 39400cc 39600cc 39800cc 40000cc 40200cc 40400cc 40600cc 40800cc 41000cc 41200cc 41400cc 41600cc 41800cc 42000cc 42200cc 42400cc 42600cc 42800cc 43000cc 43200cc 43400cc 43600cc 43800cc 44000cc 44200cc 44400cc 44600cc 44800cc 45000cc 45200cc 45400cc 45600cc 45800cc 46000cc 46200cc 46400cc 46600cc 46800cc 47000cc 47200cc 47400cc 47600cc 47800cc 48000cc 48200cc 48400cc 48600cc 48800cc 49000cc 49200cc 49400cc 49600cc 49800cc 50000cc 50200cc 50400cc 50600cc 50800cc 51000cc 51200cc 51400cc 51600cc 51800cc 52000cc 52200cc 52400cc 52600cc 52800cc 53000cc 53200cc 53400cc 53600cc 53800cc 54000cc 54200cc 54400cc 54600cc 54800cc 55000cc 55200cc 55400cc 55600cc 55800cc 56000cc 56200cc 56400cc 56600cc 56800cc 57000cc 57200cc 57400cc 57600cc 57800cc 58000cc 58200cc 58400cc 58600cc 58800cc 59000cc 59200cc 59400cc 59600cc 59800cc 60000cc 60200cc 60400cc 60600cc 60800cc 61000cc 61200cc 61400cc 61600cc 61800cc 62000cc 62200cc 62400cc 62600cc 62800cc 63000cc 63200cc 63400cc 63600cc 63800cc 64000cc 64200cc 64400cc 64600cc 64800cc 65000cc 65200cc 65400cc 65600cc 65800cc 66000cc 66200cc 66400cc 66600cc 66800cc 67000cc 67200cc 67400cc 67600cc 67800cc 68000cc 68200cc 68400cc 68600cc 68800cc 69000cc 69200cc 69400cc 69600cc 69800cc 70000cc 70200cc 70400cc 70600cc 70800cc 71000cc 71200cc 71400cc 71600cc 71800cc 72000cc 72200cc 72400cc 72600cc 72800cc 73000cc 73200cc 73400cc 73600cc 73800cc 74000cc 74200cc 74400cc 74600cc 74800cc 75000cc 75200cc 75400cc 75600cc 75800cc 76000cc 76200cc 76400cc 76600cc 76800cc 77000cc 77200cc 77400cc 77600cc 77800cc 78000cc 78200cc 78400cc 78600cc 78800cc 79000cc 79200cc 79400cc 79600cc 79800cc 80000cc 80200cc 80400cc 80600cc 80800cc 81000cc 81200cc 81400cc 81600cc 81800cc 82000cc 82200cc 82400cc 82600cc 82800cc 83000cc 83200cc 83400cc 83600cc 83800cc 84000cc 84200cc 84400cc 84600cc 84800cc 85000cc 85200cc 85400cc 85600cc 85800cc 86000cc 86200cc 86400cc 86600cc 86800cc 87000cc 87200cc 87400cc 87600cc 87800cc 88000cc 88200cc 88400cc 88600cc 88800cc 89000cc 89200cc 89400cc 89600cc 89800cc 90000cc 90200cc 90400cc 90600cc 90800cc 91000cc 91200cc 91400cc 91600cc 91800cc 92000cc 92200cc 92400cc 92600cc 92800cc 93000cc 93200cc 93400cc 93600cc 93800cc 94000cc 94200cc 94400cc 94600cc 94800cc 95000cc 95200cc 95400cc 95600cc 95800cc 96000cc 96200cc 96400cc 96600cc 96800cc 97000cc 97200cc 97400cc 97600cc 97800cc 98000cc 98200cc 98400cc 98600cc 98800cc 99000cc 99200cc 99400cc 99600cc 99800cc 100000cc 100200cc 100400cc 100600cc 100800cc 101000cc 101200cc 101400cc 101600cc 101800cc 102000cc 102200cc 102400cc 102600cc 102800cc 103000cc 103200cc 103400cc 103600cc 103800cc 104000cc 104200cc 104400cc 104600cc 104800cc 105000cc 105200cc 105400cc 105600cc 105800cc 106000cc 106200cc 106400cc 106600cc 106800cc 107000cc 107200cc 107400cc 107600cc 107800cc 108000cc 108200cc 108400cc 108600cc 108800cc 109000cc 109200cc 109400cc 109600cc 109800cc 110000cc 110200cc 110400cc 110600cc 110800cc 111000cc 111200cc 111400cc 111600cc 111800cc 112000cc 112200cc 112400cc 112600cc 112800cc 113000cc 113200cc 113400cc 113600cc 113800cc 114000cc 114200cc 114400cc 114600cc 114800cc 115000cc 115200cc 115400cc 115600cc 115800cc 116000cc 116200cc 116400cc 116600cc 116800cc 117000cc 117200cc 117400cc 117600cc 117800cc 118000cc 118200cc 118400cc 118600cc 118800cc 119000cc 119200cc 119400cc 119600cc 119800cc 120000cc 120200cc 120400cc 120600cc 120800cc 121000cc 121200cc 121400cc 121600cc 121800cc 122000cc 122200cc 122400cc 122600cc 122800cc 123000cc 123200cc 123400cc 123600cc 123800cc 124000cc 124200cc 124400cc 124600cc 124800cc 125000cc 125200cc 125400cc 125600cc 125800cc 126000cc 126200cc 126400cc 126600cc 126800cc 127000cc 127200cc 127400cc 127600cc 127800cc 128000cc 128200cc 128400cc 128600cc 128800cc 129000cc 129200cc 129400cc 129600cc 129800cc 130000cc 130200cc 130400cc 130600cc 130800cc 131000cc 131200cc 131400cc 131600cc 131800cc 132000cc 132200cc 132400cc 132600cc 132800cc 133000cc 133200cc 133400cc 133600cc 133800cc 134000cc 134200cc 134400cc 134600cc 134800cc 135000cc 135200cc 135400cc 135600cc 135800cc 136000cc 136200cc 136400cc 136600cc 136800cc 137000cc 137200cc 137400cc 137600cc 137800cc 138000cc 138200cc 138400cc 138600cc 138800cc 139000cc 139200cc 139400cc 139600cc 139800cc 140000cc 140200cc 140400cc 140600cc 140800cc 141000cc 141200cc 141400cc 141600cc 141800cc 142000cc 142200cc 142400cc 142600cc 142800cc 143000cc 143200cc 143400cc 143600cc 143800cc 144000cc 144200cc 144400cc 144600cc 144800cc 145000cc 145200cc 145400cc 145600cc 145800cc 146000cc 146200cc 146400cc 146600cc 146800cc 147000cc 147200cc 147400cc 147600cc 147800cc 148000cc 148200cc 148400cc 148600cc 148800cc 149000cc 149200cc 149400cc 149600cc 149800cc 150000cc 150200cc 150400cc 150600cc 150800cc 151000cc 151200cc 151400cc 151600cc 151800cc 152000cc 152200cc 152400cc 152600cc 152800cc 153000cc 153200cc 153400cc 153600cc 153800cc 154000cc 154200cc 154400cc 154600cc 154800cc 155000cc 155200cc 155400cc 155600cc 155800cc 156000cc 156200cc 156400cc 156600cc 156800cc 157000cc 157200cc 157400cc 157600cc 157800cc 158000cc 158200cc 158400cc 158600cc 158800cc 159000cc 159200cc 159400cc 159600cc 159800cc 160000cc 160200cc 160400cc 160600cc 160800cc 161000cc 161200cc 161400cc 161600cc 161800cc 162000cc 162200cc 162400cc 162600cc 162800cc 163000cc 163200cc 163400cc 163600cc 163800cc 164000cc 164200cc 164400cc 164600cc 164800cc 165000cc 165200cc 165400cc 165600cc 165800cc 166000cc 166200cc 166400cc 166600cc 166800cc 167000cc 167200cc 167400cc 167600cc 167800cc 168000cc 168200cc 168400cc 168600cc 168800cc 169000cc 169200cc 169400cc 169600cc 169800cc 170000cc 170200cc 170400cc 170600cc 170800cc 171000cc 171200cc 171400cc 171600cc 171800cc 172000cc 172200cc 172400cc 172600cc 172800cc 173000cc 173200cc 173400cc 173600cc 173800cc 174000cc 174200cc 174400cc 174600cc 174800cc 175000cc 175200cc 175400cc 175600cc 175800cc 176000cc 176200cc 176400cc 176600cc 176800cc 177000cc 177200cc 177400cc 177600cc 177800cc 178000cc 178200cc 178400cc 178600cc 178800cc 179000cc 179200cc 179400cc 179600cc 179800cc 180000cc 180200cc 180400cc 180600cc 180800cc 181000cc 181200cc 181400cc 181600cc 181800cc 182000cc 182200cc 182400cc 182600cc 182800cc 183000cc 183200cc 183400cc 183600cc 183800cc 184000cc 184200cc 184400cc 184600cc 184800cc 185000cc 185200cc 185400cc 185600cc 185800cc 186000cc 186200cc 186400cc 186600cc 186800cc 187000cc 187200cc 187400cc 187600cc 187800cc 188000cc 188200cc 188400cc 188600cc 188800cc 189000cc 189200cc 189400cc 189600cc 189800cc 190000cc 190200cc 190400cc 190600cc 190800cc 191000cc 191200cc 191400cc 191600cc 191800cc 192000cc 192200cc 192400cc 192600cc 192800cc 193000cc 193200cc 193400cc 193600cc 193800cc 194000cc 194200cc 194400cc 194600cc 194800cc 195000cc 195200cc 195400cc 195600cc 195800cc 196000cc 196200cc 196400cc 196600cc 196800cc 197000cc 197200cc 197400cc 197600cc 197800cc 198000cc 198200cc 198400cc 198600cc 198800cc 199000cc 199200cc 199400cc 199600cc 199800cc 200000cc 200200cc 200400cc 200600cc 200800cc 201000cc 201200cc 201400cc 201600cc 201800cc 202000cc 202200cc 202400cc 202600cc 202800cc 203000cc 203200cc 203400cc 203600cc 203800cc 204000cc 204200cc 204400cc 204600cc 204800cc 205000cc 205200cc 205400cc 205600cc 205800cc 206000cc 206200cc 206400cc 206600cc 206800cc 207000cc 207200cc 207400cc 207600cc 207800cc 208000cc 208200cc 208400cc 208600cc 208800cc 209000cc 209200cc 209400cc 209600cc 209800cc 210000cc 210200cc 210400cc 210600cc 210800cc 211000cc 211200cc 211400cc 211600cc 211800cc 212000cc 212200cc 212400cc 212600cc 212800cc 213000cc 213200cc 213400cc 213600cc 213800cc 214000cc 214200cc 214400cc 214600cc 214800cc 215000cc 215200cc 215400cc 215600cc 215800cc 216000cc 216200cc 216400cc 216600cc 216800cc 217000cc 217200cc 217400cc 217600cc 217800cc 218000cc 218200cc 218400cc 218600cc 218800cc 219000cc 219200cc 219400cc 219600cc 219800cc 220000cc 220200cc 220400cc 220600cc 220800cc 221000cc 221200cc 221400cc 221600cc 221800cc 222000cc 222200cc 222400cc 222600cc 222800cc 223000cc 223200cc 223400cc 223600cc 223800cc 224000cc 224200cc 224400cc 224600cc 224800cc 225000cc 225200cc 225400cc 225600cc 225800cc 226000cc 226200cc 226400cc 226600cc 226800cc 227000cc 227200cc 227400cc 227600cc 227800cc 228000cc 228200cc 228400cc 228600cc 228800cc 229000cc 229200cc 229400cc 229600cc 229800cc 230000cc 230200cc 230400cc 230600cc 230800cc 231000cc 231200cc 231400cc 231600cc 231800cc 232000cc 232200cc 232400cc 232600cc 232800cc 233000cc 233200cc 233400cc 233600cc 233800cc 234000cc 234200cc 234400cc 234600cc 234800cc 235000cc 235200cc 235400cc 235600cc 235800cc 236000cc 236200cc 236400cc 236600cc 236800cc 237000cc 237200cc 237400cc 237600cc 237800cc 238000cc 238200cc 238400cc 238600cc 238800cc 239000cc 239200cc 239400cc 239600cc 239800cc 240000cc 240200cc 240400cc 240600cc 240800cc 241000cc 241200cc 241400cc 241600cc 241800cc 242000cc 242200cc 242400cc 242600cc 242800cc 243000cc 243200cc 243400cc 243600cc 243800cc 244000cc 244200cc 244400cc 244600cc 244800cc 245000cc 245200cc 245400cc 245600cc 245800cc 246000cc 246200cc 246400cc 246600cc 246800cc 247000cc 247200cc 247400cc 247600cc 247800cc 248000cc 248200cc 248400cc 248600cc 248800cc 249000cc 249200cc 249400cc 249600cc 249800cc 250000cc 250200cc 250400cc 250600cc 250800cc 251000cc 251200cc 251400cc 251600cc 251800cc 252000cc 252200cc 252400cc 252600cc 252800cc 253000cc 253200cc 253400cc 253600cc 253800cc 254000cc 254200cc 254400cc 254600cc 254800cc 255000cc 255200cc 255400cc 255600cc 255800cc 256000cc 256200cc 256400cc 256600cc 256800cc 257000cc 257200cc 257400cc 257600cc 257800cc 258000cc 258200cc 258400cc 258600cc 258800cc 259000cc 259200cc 259400cc 259600cc 259800cc 260000cc 260200cc 260400cc 260600cc 260800cc 261000cc 261200cc 261400cc 261600cc 261800cc 262000cc 262200cc 262400cc 262600cc 262800cc 263000cc 263200cc 263400cc 263600cc 263800cc 264000cc 264200cc 264400cc 264600cc 264800cc 265000cc 265200cc 265400cc 265600cc 265800cc 266000cc 266200cc 266400cc 266600cc 266800cc 267000cc 267200cc 267400cc 267600cc 267800cc 268000cc 268200cc 268400cc 268600cc 268800cc 269000cc 269200cc 269400cc 269600cc 269800cc 270000cc 270200cc 270400cc 270600cc 270800cc 271000cc 271200cc 271400cc 271600cc 271800cc 272000cc 272200cc 272400cc 272600cc 272800cc 273000cc 273200cc 273400cc 273600cc 273800cc 274000cc 274200cc 274400cc 274600cc 274800cc 275000cc 275200cc 275400cc 275600cc 275800cc 276000cc 276200cc 276400cc 276600cc 276800cc 277000cc 277200cc 277400cc 277600cc 277800cc 278000cc 278200cc 278400cc 278600cc 278800cc 279000cc 279200cc 279400cc 279600cc 279800cc 280000cc 280200cc 280400cc 280600cc 280800cc 281000cc 281200cc 281400cc 281600cc 281800cc 282000cc 282200cc 282400cc 282600cc 282800cc 283000cc 283200cc 283400cc 283600cc 283800cc 284000cc 284200cc 284400cc 284600cc 284800cc 285000cc 285200cc 285400cc 285600cc 285800cc 286000cc 286200cc 286400cc 286600cc 286800cc 287000cc 287200cc 287400cc 287600cc 287800cc 288000cc 288200cc 288400cc 288600cc 288800cc 289000cc 289200cc 289400cc 289600cc 289800cc 290000cc 290200cc 290400cc 290600cc 290800cc 291000cc 291200cc 291400cc 291600cc 291800cc 292000cc 292200cc 292400cc 292600cc 292800cc 293000cc 293200cc 293400cc 293600cc 293800cc 294000cc 294200cc 294400cc 294600cc 294800cc 295000cc 295200cc 295400cc 295600cc 295800cc 296000cc 296200cc 296400cc 296600cc 296800cc 297000cc 297200cc 29740



The Tech Corner

BY JIM TUCKER

Close to the Vest

What's the one piece of safety gear you can't leave home without? Is it the helmet shield or goggles? Is it the snowmobile suit for its warmth and protection? Is it the helmet, the big daddy of all protective gear? It just may be the one thing that you've seen or heard about, but never used. I'm speaking about the motorsports protective vest.

I've ridden since 1969 and up until a few years ago had a spotless record for safety. The newer machines make it so easy to ride faster, further, and longer, but one solitary day or one wrong decision can be a game changer in the way we look at how we ride. For me it was one such day in Maine a few years back.

While riding along a trail, and moving at what I would consider a brisk pace, we suddenly came upon a downhill. I was leading the pack, as usual, since my riding partners feel that I should be the "decoy" that encounters danger first, although not because of my riding ability or wayfinding. With no signage visible, the trail made a hard turn to the right. To make matters worse the turn was off camber and very hard-packed. I panicked and thought I was heading into a grove of trees straight ahead. I pumped the brakes hard, turned the skis right and just at that moment the carbide of the left ski dug in and over the side I went.

I was ejected from the snowmobile and skidded down the trail on my back. Meanwhile the sled was stuck on its side with the ski sticking upright like a beached whale, flipper up high. I got up, and as most gear heads would do, worried about what kind of damage had been done to the sled, having no concern whatsoever for myself. After the initial shock, I righted the sled.



HITS:

- Survivability is there in spades.
- Warmer than not wearing it at all.
- Looks like you have way more muscles than you really do!
- Self-confidence spikes up.
- Zero maintenance required.
- Doesn't hinder handlebar or upper body movement.

MISSSES:

- Another piece of gear to bring along.
- Somewhat bulky but you get used to it.
- Can be too warm on the late March, April rides.
- Expensive but what is your hide worth?
- Taking jacket and vest off to have lunch is somewhat awkward.

She fired right up. Whew, dodged another bullet! After checking for any loose body parts, mine this time, and finding nothing missing or broken, we headed on our way.

Upon returning back at the cabin that night I had a slight pain on my left side, which turned out to be a cracked rib. Nothing major to worry about but still a painful reminder of what one moment of lost focus can do. I should have known better than to grab the brake hard with skis turned, it was a classic rookie mistake.

Man and machine paid the price. Know this: You should brake well before the turn and have the right amount of speed to negotiate through, or exercise gentle braking while turning. 'Nuff said there.

That evening I had nightmares about what might have happened if things went differently. A large tree could have been in my path, a big rock or icy cliff preparing to swallow me whole, or another sled coming the other way. Such is the nature of snowmobile nightmares.

There are many types of vests out there, some with way more protection, but I wanted core body protection with freedom to move my arms.

■ ■ ■

On the drive home from our other-wise fine riding trip, I reasoned that the more riding one does the closer one is to having some type of mishap. It's all about the laws of physics and playing the odds. But is there a safety device that just might help if that one-time lapse of focus should happen?

I'd been thinking about getting a vest for a while, even before the trip, and with that last episode still ringing in my mind I know this was the perfect time to explore that option. I did my research for the type of riding I do and chose the TekVest by Klim as the protective garment of choice. Tekrider manufactures the vests to Klim's specifications. There are many types of vests out there, some with way more protection, but I wanted core body protection with freedom to move my arms. A lightweight platform with maximum breathability was also a priority. I ordered the Klim TekVest and at \$270 it was a deal in the world of vests.

Now for some quick stats: The vest weighs 2.15 lbs, as measured on my calibrated scale, is very breathable and has a large YKK zipper installed. The protection factor of this particular model is not the highest out there; it's designed for trail riders, not the racing community. Needless to say, it delivers core body protection way above what the bare shoulders can endure. It also has reflective piping on the backside and really strong Tivar plastic panels top and sides for those nasty curves Mother Nature can throw at you.

As the resident Popsicle of the group I can attest to the fact that when worn under your snowmobile jacket, it keeps you warmer. Much appreciated on those minus 30-degree days. Wearing the vest late last season kept me toasty, I never reached for one more layer of clothing. Some folks say they just wear the vest and a lightweight pullover and that keeps them plenty warm. Different strokes.

Marketplace

PARTS

NEW
& USED
PARTS



**AL'S
SNOWMOBILE
PARTS WAREHOUSE**

Open House & Sale
Nov. 1 & 2
Newport, VT
Parts, Clothing, Helmets,
Sleds, Food, Prizes
Snow & ATV Parts
Shipped Worldwide
*Bored & Replated
Cylinders, Rebuilt Stators
& Crankshafts in stock.*

802-487-1000
Call for a Free Catalog or Shop Online
AlsSnowmobile.com or ATVparts.com

DESTINATIONS

NORTHERN OUTDOORS
 MAINE'S PREMIER SNOWMOBILE RESORT



Featured in
American
Snowmobiler





Ride Hard. Rest Easy.
It Doesn't Get Any Better!

NEW!

- 2012 model 1 & 2 person snowmobile rentals!
- Direct access to 13,000 miles of Maine's groomed ITS trails.
- Great food and handcrafted ales at our Kennebec River Brewery.
- 28 lakeside and trailside cabins and guest houses.

Book Early For Best Rates.
Visit online for more information.



 The Forks, Maine
888.770.SLED

www.NorthernOutdoors.com

DESTINATIONS

Hawk's Nest Lodge & Restaurant

West Forks, Maine



207.663.2020

www.hawksnestlodge.com
Twitter: @hawksnestlodge
www.facebook.com/hawksnestlodge

Hawk's Nest Main Lodge
5 newly renovated suites sleep 2-8 people
starting at \$60 per person:
HD TV, Wi-Fi & private baths
River and trailside dining

The River House & Riverside Loft
New this season
Riverside Loft with balcony overlook,
Sleeps 2-6, HD TV, full kitchen, private bath,
\$300.00/night




Located on
junction of
ITS 86 & 87

As I began to delve deeper into this realm of body protection I turned to the Internet for more info. Searching my favorite snowmobile site some intrepid rider posted a thread asking, "Anyone wear a protective vest?" This brought out a flood of responses that I wasn't prepared for. Folks chimed in about all the stories they knew or heard of people getting injured while not wearing protective gear, or saved due to wearing a vest. You have to read them to believe it, as they range from gross operator error to just one of those perfect-storm stories, but two threads stuck out like a sore thumb. One rider chimed in by saying there was never

anyone that regretted wearing one after having a mishap, or the ER doctor saying, "It would have been way worse if you were not wearing that vest."

Mountain riders have been using protective vests for years as the backcountry has way more booby traps and mines than we flatlanders see. Just think of it as insurance against unforeseen events.

So to wrap it up, I have one and won't ride without it. How about you? Rated three out of five carbides for its protection and confidence improvements and quality construction. Not quite light enough to make it feel like you have nothing on, and bulky to transport. 



Member Profile

BY TERRY HOLLAND

Chris Marcinczyk



Clubs: Berkshire Snow Seekers, Savoy Canary Kats, Woodford Snow Busters

Years snowmobiling: 10

Current snowmobile: 2011 Ski-Doo XRS E-TEC 800

VOLUNTEER WORK: Grooming the goat paths around Pontoosuc Lake and up to Cheshire Lake. I have recently upgraded my personal sled-groomer to a 2012 Skandic E-TEC 600 WT from the 2003 I purchased in 2008.

Fall trail cleanup is my second most favorite time of year to be out in the woods, next to the middle of winter.

I also enjoy helping SAM by moderating the forums at SAM's website, sledmass.com, under the username cmarzy.

FAVORITE RIDING AREA: The Hill Towns of the Berkshires, Windsor, Savoy, etc. They usually get the most snow due to the high elevation. I also enjoy Pittsfield State Forest and hanging around Pontoosuc Lake.

TELL US SOMETHING INTERESTING ABOUT YOU: Being an adrenaline junkie, it may be hard to believe, but I enjoy yoga, too.



TELL US A STORY: One of my earliest memories of snowmobiling was in the early '70's. My aunt and uncle had two snowmobiles, an Arctic Cat Puma and a Scorpion. They kept the sleds at Goerlach's Farm in Hinsdale. The farm had a barn heated by a wood stove, where many riders kept their sleds. I remember there was so much snow that when my aunt let me drive her across Windsor Reservoir she said, "Whatever you do, do not let off on the throttle or we will get stuck." Later that day she let me and my cousin ride around the barn. It seemed like we could do it for hours. I got so tired that at one point I couldn't make a corner and drove the sled up on top of a big rock.

I have a calendar that I use all year round to countdown how many days until the snowmobile season starts. Of all of the motorsports/activities that I like ATVing, boating, camping, and so on, snowmobiling is by far my favorite. 🐾

SOUND OFF:

Remember, snowmobiling on state and private land is a privilege not a right. Please respect this so our future riders can enjoy this sport as much as we do.

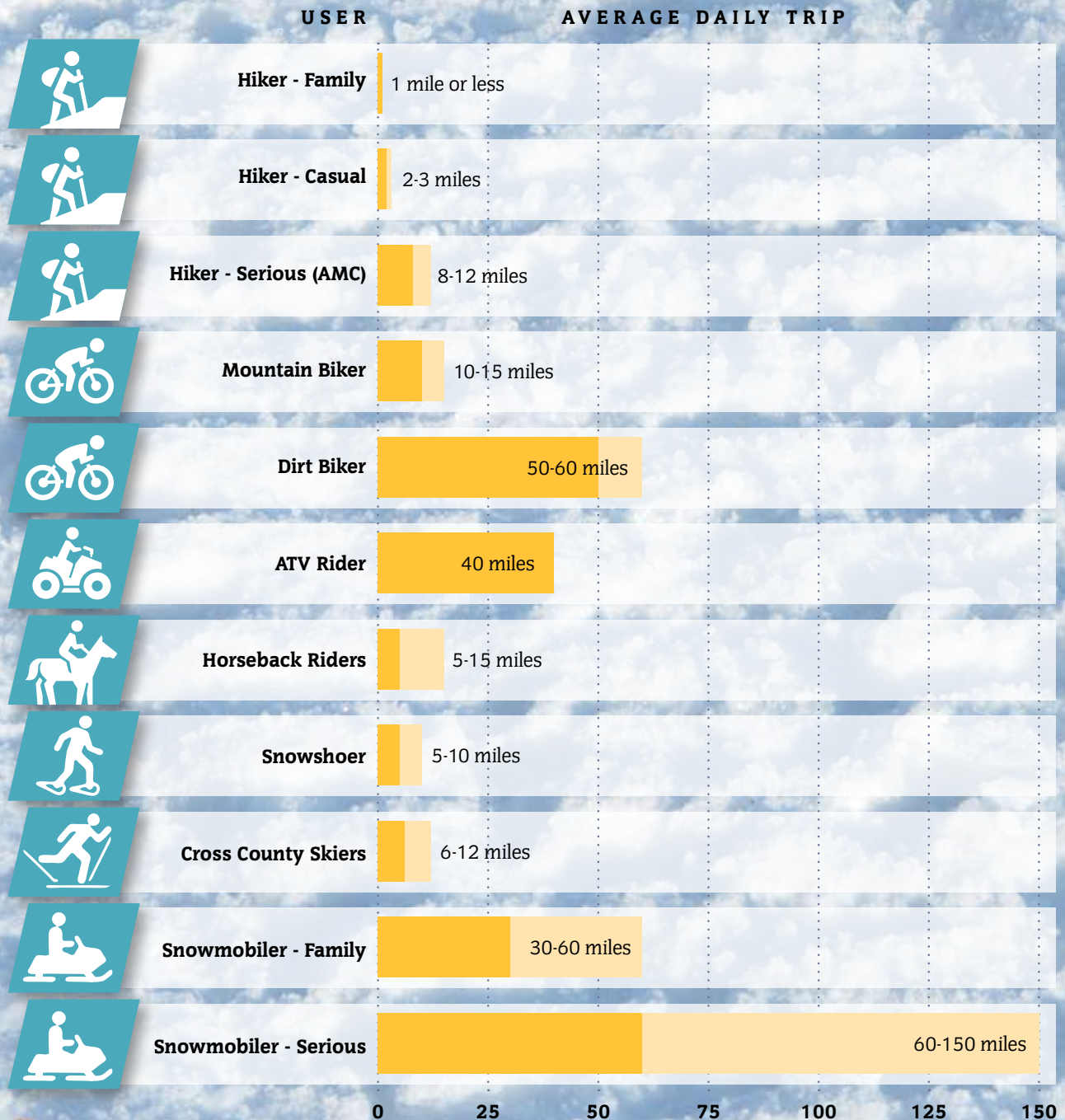


Facts vs. Fiction:

Compiled by
Randy Toth

Fight Misinformation

MYTH: SNOWMOBILERS HAVE PLENTY OF TRAILS TO RIDE.



FACT: SNOWMOBILERS USE TRAILS DIFFERENTLY FROM OTHER USERS AND THEREFORE REQUIRE MORE TRAIL MILEAGE.



THE QUICKEST PREDATORS STRIKE OUT OF THE BLUE.



SR VIPER From the shadows comes a rush of sudden movement. Propelled by a 4-stroke, 130 horsepower Genesis engine. Guided by a race-inspired suspension and rigid SRV aluminum chassis. And covered in a skin that conceals the startling performance that lies beneath. Introducing the all-new Yamaha SR Viper. A sled you never saw coming. A ride you'll never forget. Visit Yamaha-Snowmobiles.com.

© 2014 Yamaha Motor Corporation, U.S.A. All rights reserved.



Visit your nearest Yamaha dealer or PRO Yamaha dealer today. For more on PRO Yamaha dealers, visit yamaha-snowmobiles.com.

PRO YAMAHA DEALERS

C & E YAMAHA
53 WASHINGTON ST
FOXBORO, MA
CEYAMAHA.COM

MOTORSPORTS INTERNATIONAL
444 WASHINGTON ST
AUBURN, MA
MOTORSPORTSINT.COM

RAY'S CYCLE CENTER
332 WELLS ST
GREENFIELD, MA

BILLERICA YAMAHA
6 RIVEREDGE ROAD
BILLERICA, MA
BILLERICAMOTORSPORTS.COM

CYCLE DESIGN, INC.
305 STATE RD/RT 2A
PHILLIPSTON, MA
CYCLEDISIGNONLINE.COM

CYCLES 128
107 BRIMBAL AVE
BEVERLY, MA
CYCLES128.COM

PARKWAY CYCLES
1865 REVERE BEACH PKWY
EVERETT, MA
PARKWAYCYCLE.COM

RONNIES CYCLE SALES & SERVICE
150 HOWLAND AVE
ADAMS, MA
RONNIES.COM

VALLEY MOTORSPORTS
216 N KING ST
NORTHAMPTON, MA
VALLEYMOTORSPORTS.COM